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At General Dispensary, Hongkong

The China Mail

ESTABLISHED 1840

September 30, 1920. Temperature 77. Barometer 29.87. Rainfall 0.90 inch. Humidity 93. September 30, 1919. Temperature 78.

No. 18,069.

四拜禮

號十三百九千二第

HONGKONG, THURSDAY, SEPTEMBER 30, 1920

日九十月八年庚壬

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

STRIKE MESSAGE

WELSH MINERS INTRODUCE SERIOUS COMPLICATION.

POSSIBLE SEPARATE ACTION.

While it is believed that the coal owners and miners have reached a provisional agreement as regards the new output basis and wages, the action of the Welsh miners executive has introduced a serious complication. The action means that the Welsh miners insist upon the immediate grant of the 2s. demand before the output basis is fixed. The executive moreover has decided to call a conference of South Wales delegates to-morrow to consider the new situation. This points to possible separate strike action if the Welsh objections are not satisfied.

HOPE DISAPPOINTED.

LONDON, September 28.

Contrary to hope and expectation the joint conference of mine owners and men did not arrive at a settlement of the dispute line-to-day, in spite of long sittings. An official statement of the proceedings states that the discussion by way of exploring the various aspects of the problem of output in relation to wages was continued and was adjourned until to-morrow. Much therefore depends on to-morrow's deliberations, as the miners delegate meeting assembled on Thursday to consider the situation and any settlement which may provisionally be reached.

DELICATE POSITION.

The delicacy of the position is far from being relieved by the restiveness of some coal districts, especially South Wales. Their attitude in demanding a two shillings shift advance immediately irrespective of the basis of output is tending to heighten some of the leaders' feelings in the same regard. The leaders are now stating unequivocally that they are not going to ask Thursday's conference to withdraw strike notices unless a formula is discovered yielding this result. Some at any rate, of the mining intelligentsia are not strongly averse to the miners obtaining the advance sought provided the output is well safeguarded. It may be added that the conference discussions continue in a friendly spirit and optimism prevails as regards to-morrow's meeting.

POLISH ADVANCE

BOLSHEVIKS IN FULL RETREAT.

LITHUANIAN APPEAL.

LONDON, September 28.

The Poles are continuing their advance east of Grodno, and are approaching Vilna. The Bolsheviks are in full retreat, but it is believed that large Red forces have been re-grouping behind Minsk.

Meanwhile, the Lithuanian Government, while still hoping for a peaceful settlement of the Polish situation, has issued a stirring appeal to the people to resist the invader with choppers, scythes and pitchforks if rifles are unavailable.

TRESOME RECRIMINATIONS.

LONDON, September 28.

The tiresome Polish and Lithuanian recriminations and charges of bad faith continue, but the Poles now suggest another "peace" meeting at Suwalki on September 29. Meanwhile, messages from Paris state that the international commission of control appointed by the League of Nations to investigate the situation in Lithuania on the spot is about to leave for Suwalki. Captain Venaski will represent Japan.

RETREAT ON ENTIRE NORTHERN FRONT.

WARSAW, September 28.

The Bolsheviks are retreating on the entire northern front. The Poles have captured a further 1,300 prisoners and eight guns.

The Lithuanian Government has demanded the immediate withdrawal of Polish troops behind the line fixed in December 1919. The Polish Foreign Minister has replied proposing fresh negotiations at Suwalki.

AEROPLANE SMASH

GIRL SURVIVOR SUCCUMBS TO INJURIES.

LONDON, September 28.

The girl who was seriously wounded in the aeroplane smash near Harrow on September 25, has succumbed.

[While pleasure cruising near Harrow, an aeroplane, containing six persons, crashed. Three men, including the pilot, and two women were killed outright. The girl was badly injured. The flight was a short trial spin preparatory to the afternoon passenger flights and the victims were being given a complimentary free flight.]

ITALIAN LABOUR

HEAVY BALLOT FAVOURS GOVERNMENT AGREEMENT.

EVACUATION OF FACTORIES.

Rome, September 28.

The committee of action of the Italian Metal Workers' Federation announces that the ballot on the agreement proposed by the Government resulted in 128,000 in favour and 44,500 against. Consequently, the Federation will summon all workers to evacuate the factories and resume work by Oct. 4 at the latest. The workmen's committee will then formally return the factories to the manufacturers.

U.S. SHIPPING ACT.

CONGRESSMAN DEMANDS PRESIDENT'S IMPEACHMENT.

LONDON, September 28.

A message from New York states that Mr. Edwards, a Congressman, is loudly demanding the impeachment of President Wilson as a result of the refusal to enforce some of the provisions of the Merchant Shipping Act. Mr. Edwards is calling a meeting of the Marine Fisheries Committee of Congress for the purpose.

THE DOLLAR.

Today's closing rate 4/31
Today's opening rate 4/31

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

DISTRESSING FLOODS.

LONDON, September 27th.

A distressing picture of devastation wrought by floods, owing to violent rainstorms in France, Switzerland and North Italy is given by a Paris correspondent who states that damage estimated at fifty million francs has been done in the Upper Rhine and, also, the Rhone Valley, above Lake Leman, have been completely ravaged. The Simplon line has been submerged at several places. A number of bridges have been destroyed, and all telephone and telegraphic communication is interrupted.

The floods in North Italy were catastrophic, especially at Friuli. Lakes Maggiore and Como overflowed, and the town of Como was partly submerged under water. Liguria, also, suffered severely, while a waterspout, accompanied by terrific wind, destroyed the huts at Cardignano which were sheltering victims of the recent earthquake.

RIOTS IN BELFAST.

LONDON, September 27th.

The wild week-end happenings necessitated the calling out of two battalions of soldiers. Armoured cars patrolled the streets and helped to quell the outbreaks. There were two separate attacks against Police patrols on Saturday night. The assailants jumped out of cover and fired point-blank without any warning. After that firing spread in several districts.

It transpires that the three civilians, who were killed apparently in the course of reprisals, were shot in their homes. It is believed that two were known Sinn Féiners.

Intense excitement prevailed the whole of Sunday when for the first time the City Police were armed with rifles. Rioting was resumed on Sunday and continued the whole day, rival crews stoning and shooting at each other with revolvers. Trams were stopped, but late at night, order was restored. At least eighteen persons were wounded.

BOERS STAINCH LOYALTY.

BRUSSELS, September 27th.

The Dutch Congress held to achieve a re-union between the Nationalists favouring secession from the Empire, and the Government party, failed to effect a rapprochement, owing to the former insisting on their programme.

Nevertheless, a stirring and unexpected result of this remarkable congress has been to strengthen the trust and secure closer friendship between the loyal Dutch and the English than ever before. It transpires that numbers of the back-sold Boers who fought throughout the duration of the South African War were the staunchest advocates against the tearing up of the Constitution. They showed unswerving loyalty to the promises to bury the hatchet given at the time of the Union.

A typical utterance was from an ex-Cape rebel who said that England had redeemed her pledges, so they would stand by the Constitution, and if anybody tried to pull down the British flag, his rifle would be raised in its defence. The English-speaking South African Press is most enthusiastic as regards the dignified loyalty of these typical Boers, and is opinion that it will lead to closer co-operation and harmony between the two races.

FALL IN PRICES.

LONDON, September 27th.

The newspapers are drawing attention to the reaction of the commodity prices which is beginning to show itself in Great Britain and the United States, the over-production of certain commodities, as for example, rubber, tea and cocoa, being reflected not only in schemes for restriction of output of rubber and tea, but also in lower prices. Multiple ship companies in Britain have reduced the retail prices of tea by 2d. to 4d. a pound. The price of coffee has been reduced from 2s. 4d. to 2s., of cocoa from 8s. 2d. to 8s. 4d. Further, the textile companies in the United States, have made further cuts in prices ranging from 30 to 40 per cent.

SHIPPING WAR AVERTED.

New York, September 27th.

Mercantile circles are excited over the news that President Wilson has refused to amend the commercial treaties with foreign Powers, which will prevent the enforcement of the Merchant Shipping Act passed by Congress to facilitate the growth of the American merchant marine by imposing a tax on goods carried on foreign ships.

Some shippers vehemently denounce others' support of the President's action, while others at Washington consider that a war of retaliation in shipping has, certainly, been averted.

FREE LOVE WEEK.

LONDON, September 27th.

The Daily Telegraph correspondent at General Wrangel's Headquarters, relates a terrible account of Soviet atrocities in Central Russia, by an officer of General Duden's army, who, with his wife and children, escaped by a small open boat when he learned that it was those young women's turn to be nationalised. Numbers of their girl friends had been seized, nationalised and sent to the Chinese lines. The nationalisation of women was carried out systematically by Soviet commissars, while every week-end some were officially proclaimed as "Free Love Weeks."

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Catalogues will be issued.
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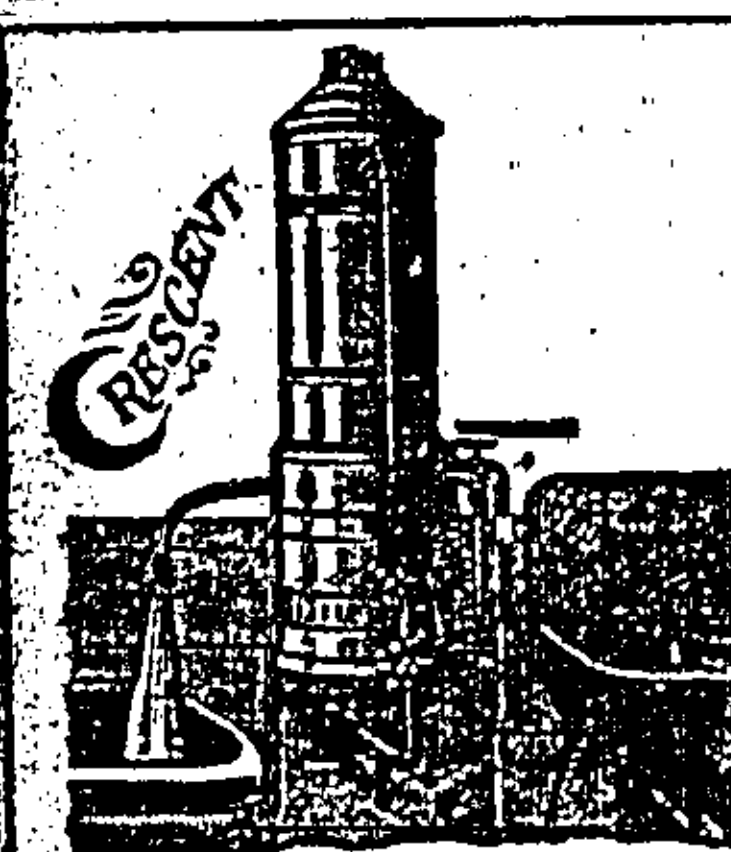
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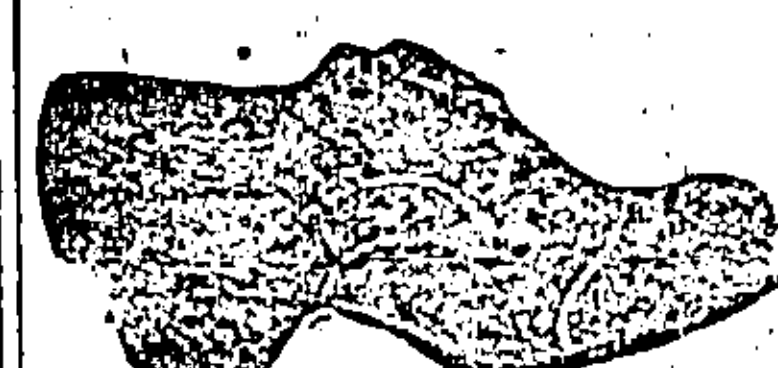
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NO. 1 FOR RHEUMATISM, NO. 2 FOR GOUT, NO. 3 FOR GRAVEL.
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Cured after 20 Years

Mr. Lewis hopes other sufferers will get
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It is a true story that "only those who have tried De Witt's Pills can tell the truth about them. I have, and shall Mr. Thomas Lewis of 113, Langdon Rd., suffer will tell this and buy for himself and his family, for over 20 years he has what good they will get from them."

Over a year later, Mr. Lewis writes: "I feel double the man I was. De Witt's Pills cured me of the dreadful pains I used to suffer from. I have mentioned my case to many friends and always recommend these wonderful little pills."



Mr. Lewis.

If you are a sufferer from any form of kidney and bladder trouble, take Mr. Lewis' advice, and give De Witt's Kidney and Bladder Pills a trial. The trial need not cost you a penny, as the proprietors will gladly send you a free trial box on receipt of a postal card, so confident are they in the healing properties of this remarkable remedy. What is me to enlarge on the pains that I have endured during this length of time. But I can assure you that I tried everything I could get my hands on, and the remedies that were recommended to me. About twelve months ago I was given a sample of De Witt's Kidney and Bladder Pills. I tried them and was greatly surprised at the rapid way they relieved me. I kept on with them and they completely cured me.

For the last nine months I have not had any more pain, but their healing touch on the right occasion even to take a single one of your Pills, spot—the kidneys and the bladder.

De Witt's
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The World's Greatest Remedy for

Rheumatism, Cystitis, Backache,
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Weak Back, Gout, Bladder Trouble.

Sold by chemists and storekeepers throughout the world. De Witt's Pills are packed in red and gold boxes printed in blue, and every genuine bottle has a red wax seal on the cork. They are sold by the leading dispensaries and stock agents in China, but if you are unable to obtain them locally send your money to the Shanghai Dispensary, 24, Fookchow Road, Shanghai.

THE RIVER THAMES.

AS A LONDON ROAD.

REMARKABLE CHANGES IN TRAFFIC.

Sir Joseph Brodribk in his talk with Mr. Harold Begbie in the *Daily Telegraph* reminded him of the great days when the Thames was London's chief highway.

"Few people," he said, "seem to remember that for many centuries the Thames was London's chief highway both for men and merchandise. It was really London Road, and had this economic value, that it required no making and no maintenance. There was one danger—shooting the rapids at London Bridge. It was a real danger. The timid passenger would break his journey above bridge and disembark at Billingsgate, so fearful was he of the rush of piled up water between those narrow gaps.

"The rapids of London Bridge was no fun. In these days, remember, coaches did not exist. For centuries the London cabbie was a waterman. In 1293 complaint was made that the boatmen of Gravesend Milton charged unjust fares of one penny 'where they had formerly taken a half penny from a person for his passage to London.' Those wicked boatmen were brought to reason; but a few years afterwards the fares were increased to twopenny between Billingsgate and Gravesend—a nice pull for the money!

LONDON'S FIRST COACH.

"The history of the Thames is in many respects a history of these watermen. Between them the watermen and the lightermen practically owned the Thames, and in this manner held London at their mercy. The first bombshell for these monopolists exploded in 1565, when a Dutchman presented Queen Elizabeth with a coach. Such a thing had never been seen in England before. It created a fine excitement among fashionable folk. Everybody of position felt that life was henceforth impossible without a coach. 'That's all very well,' cried the Thames watermen 'but what about us?'

"By 1600 the watermen were up in arms against the invader. So numerous were the coaches now that they blocked the narrow streets. A Bill was introduced into the House of Commons and passed by them to restrain the excessive and superfluous use of coaches. The Lords rejected it. Then began for the watermen a hundred years' war against the coach. In 1614 the House of Commons debated 'a Bill against outrageous coaches' but threw it out. Taylor, the water poet, published in 1622 'An Errant Thief' in which he says:

'Carroches, coaches, jades, and
Flanders mares
Do rob us of our shares, our wares,
our fares,
Against the ground we stand and
knock our heels
Whilst all our profit runs away on
wheels.'

"We have forgotten this battle between the wheel and the car, but for over a century it was a very insistent part of London's history. The coach was had enough, but when the hackney coach came along it seemed to the watermen that the Thames might as well go dry. In 1644 there was actually a stand for hackney coaches at the Maypole in the Strand. The watermen petitioned the King. They told his Majesty 'that the hackney coaches are so many in number

that they pester and incumber the streets of London and Westminster, and which is worst of all, they stand and ply in Term time at the Temple gate . . . and to carry sometimes three men for four pence the man, or four men for twelve pence' to Westminster, or back again, which doing of this doth undo the Company of Watermen."

"In this case the watermen won. But not so easily can the wheels of change be stopped turning. Two years later the hackney coach returned, fifty strong. Cromwell turned a deaf ear to the monopolists, and increased the number of hackney coaches to 200. Next year the watermen presented a petition to Parliament. Cromwell replied by adding another hundred to the hackney coaches. At the end of Charles the Second's reign the number was 400, and in 1694 an Act was passed raising the number to 700.

AN END TO PAGANTRY.

"The victory of the wheel robbed the river of nearly all its pagantry. Instead of a network of lanes winding down to this one great open highway of the City's traffic, broad streets were driven through London, and there pagantry has ever since made its progress."

"All the great people of history up to a hundred years ago went up and down the Thames. I often go back in thought to the three river journeys made by the Lady Jane Grey in one week. This was in June, 1553. The first journey was from St. John House to the Tower, with fifty gilt barges in attendance, the new Queen showing herself to her people in the traditional fashion, the whole river crowded with jinking sightseers. A week after this triumphal progress Queen Mary descended upon her in the Tower of London. Lady Jane made her ignominious escape in a waterman's small boat, but being captured at St. John House, was taken back at night in the Royal barge, unattended and unnoticed; the torchlight of her progress making no air on either bank, and so she passed down the river for the last time, 'and out of history, and out of life on earth."

"From the day when Ebelred made his regulations for tolls at Billingsgate the Thames has been the highway of London's history. From the thirteenth century onward history is full of river incidents—ceremonial, political, trading, and domestic. For example, in 1284 Henry III. fled to Kent, and persuaded the authorities of the Cinque Ports to block the Thames with a number of ships, and so prevent the City from getting its supplies. In the reign of Henry V. sheriff-elect were forbidden to ride on horseback to Westminster, and ordered to go in barges.

Sir John Norman, London's Mayor in 1454, went to Westminster in a noble barge rowed by watermen with silver oars, and it was said that he 'made the barge sail in burn on the water,' so splendid was his glory. This change in custom is recorded in the Harleian M. S.: 'And this were the riding to wes Was foredone and going thider by barge bigonne. First the horse, then the boat, and now the coach.' Presently, perhaps, it will be the motor car. And later, the aeroplane. So time brings in its changes."

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NAMING THE CAR.

HAPHAZARD SELECTION.

A WEIRDLY SUITABLE NAME.

Next to choosing a new car the most important thing is to give it a good name. No car which is worth its salt can ever be undistinguished by a name. Let it be Pallas, Athene, or Glady as your fancy or the car's character dictates, but do not, when you are discussing her, refer to "the car."

"A good car's name is often given in the most haphazard way. Its godparents may be all unconscious of their high responsibilities. A quotation, a careless expression—and the damage is done. The car is forthwith christened and for good or for ill, for ever and ever, she is, and will be, known to you and her friends by what may be the most repulsive or the most absurd name. But it will be appropriate. And it will stick till death."

Three cars I knew in one family who were called Bo, Zo and Quo. There was no continuity of policy in this. It simply happened inevitably. Bo was short for Boreas—a most excellent name for a dear old blustering 1903 contraption with a voice like Boreas in a temper. Zo was the result of trying to call a very tiresome and unreliable bag-of-tricks Zophar-and-no-Parther. Quo was the abbreviation of Quo Vadis, which, in turn, was the somewhat free reading of the Basque phrase, "Quas quos?"—or "What is it?"

Then came Carlotta, in honour of the heroine of Mr. Locke's inspired novel, "The Morals of Marcus."

Carlotta, the car, was in many ways much like Carlotta, the lady from Alexandria.

After her came Carlina, Karavina, Nijmaka, Pavlova (we spent a lot of money at Covent Garden in those days), Katinka (because she sounded like a Russian—countess talking scandal), Christopher, Christine, Mary (because she was a lamb), another and different Mary, Matilda, Lohengrin, and Tannhauser (this was ten years before the war); Rodolfo (we went to "La Boheme" 48 times), Bambo, an Italian car of great worth, and Bambino (another and younger child of the same family), the Purple Devil, Salome, Rigolotto (who was another Italian of the most priceless kind and won races at Brooklands and was practically unassailable except by towage), and finally, this year, Imshi.

Imshi is mine. Those who knew EEF. will need no translation. For the benefit of those who do not, it is the imperative of the Arabic word to go, or, more properly, to walk. What the Navy and Army decided was that it should mean "jop it." I wanted to call her Tunka. I don't know why, except perhaps in memory of my beloved Katinka, best of all beloveds. But some idiot said "Imshi," and there it was. Imshi she is till she crumbles into dust.

It is popularly but quite inaccurately regarded as an expression of contempt, for her, as have all her friends. But, like all car-names, it is weirdly suitable.

Imshi!

But not "jop it." (Daily Mail)

NOTICES.

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Cigars and Cigarettes.

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TERMS VERY MODERATE.

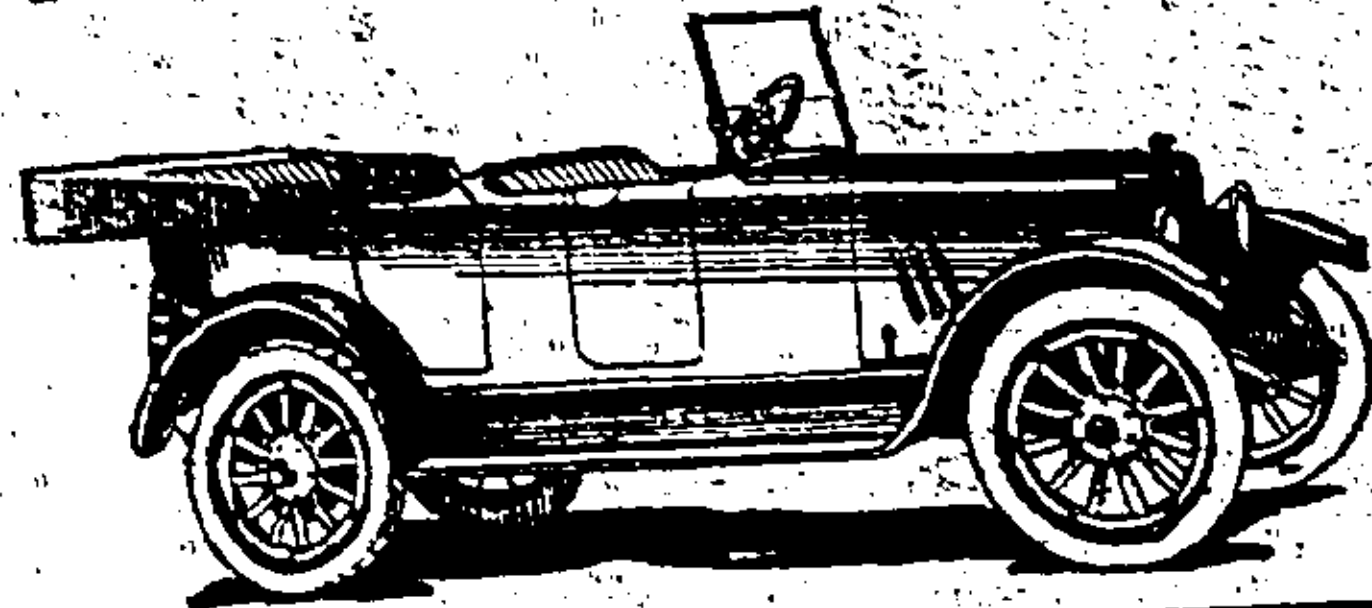
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59-51 Des Voeux Road Central,
HONGKONG.



DOCKYARD THEFTS

DETERRENTS NECESSARY.

MAGISTRATE NOT IN FAVOUR OF STOCKS.

A Chinese fitter employed at the Takoo Dockyard, who was this morning charged before Magistrate Orme with the theft of a hammer head from the yard, admitted the offence.

The police said that when the defendant was searched yesterday afternoon as he was leaving the yard, the hammer head was found concealed in his umbrella.

The Magistrate enquired if there were anything known about the defendant.

The police replied in the negative. A representative of the dock, who was present in Court, said that the defendant earned \$1.50 per day, and had no excuse for stealing.

The Magistrate: He looks rather repentant.

The witness: Yes, he was very frightened when he was arrested. It is quite possible that this is his first offence, and yet, again, he might have carried out this sort of thing several times previously without being detected. Of course, he will lose his job now.

The Magistrate said that he must consider that in passing sentence on the defendant.

The witness said that larcenies were very common in the yard, and although the search system was effective in a way, it was inadequate to cope with the state of affairs. He thought that thefts were prevalent owing to ignorance of the penalty meted out. When a man was caught, he simply left the yard and never returned again. The other workmen did not know what had happened to him. He thought that if stocks were given in some cases, it would very effectively act as a deterrent to other workmen.

The Magistrate remarked that, a man lost face when given stocks. While he did not mind giving stocks to a rogue, he must hesitate in the case of casual offenders, the loss of face to whom might have bad results. Sentence of two months' hard labour was passed.

LATEST SHIPPING NEWS.

DEPARTURES.

The s.s. "Sinkiang," Capt. Puckett, sailed for Shanghai at noon to-day with 800 tons of general cargo.

The s.s. "Katori Maru," Capt. Yoshikawa, sailed for Victoria via Manila & Shanghai at 11 a.m. to-day with 2,000 tons of general cargo.

The s.s. "Kueichow," Capt. McCulloch, sailed for Tientsin via Weihaiwei, at 4 p.m. to-day with 2,000 tons of general cargo.

The s.s. "West Henshaw," Capt. Evans, sailed for Singapore via Manila, at 2 p.m. to-day with 500 tons of general cargo.

The s.s. "Hanoi," Capt. Lepoulain, sailed for Haiphong at 8 a.m. to-day with 700 tons of general cargo.

CLEARANCES.

The s.s. "Hongwan 1" British, cleared to-day and will sail for Rangoon via Swatow at 6 a.m. to-morrow.

CRICKET.

INTERPORT TRIAL.

The following teams have been selected for a trial match to be played on the Hongkong Club ground on Saturday next, 2nd October, commencing at 2.15 p.m.

"A" Team—W. C. D. Turner (Captain), Capt. Davies, A. E. Wood, G. R. Sayer, Capt. Oliver, Major Edwards, C. Blakely, E. B. Reed, A. Rumbold, F. J. de Rome, Sgt. Harris, Col. Nicholson, and Col. Bowen.

"B" Team—R. Hancock (Capt.), T. E. Pearson, R. L. D. Woodhouse, Major Bagnall, Major Middlemass, Lieut. Frank, R. E. O. Bird, W. D. Wilson, Capt. Gray, Ng Sze Kwong, Lieut. Graham, Brig. General McNaughton, and Lieut. Boyl.

\$60,000 DRAFT LOST

PAYMENT STOPPED.

DETECTIVES INVESTIGATING.

A Chinese who arrived in the Colony yesterday from Canton, reports the loss on the voyage of a pocket book containing a draft drawn on the Hongkong and Shanghai Bank for \$60,000 odd, and \$200 in notes.

The bank has been notified to stop payment of the draft. Although detectives are working on the case, there is very little likelihood of the \$200 being recovered.

WHISKY CONFISCATED.

DUTY EVADED.

GENERAL MERCHANT FINED.

Before Magistrate Dyer Ball this morning, three Chinese were charged with importing 72 bottles of whisky into the Colony, without paying duty. The liquor arrived by the s.s. "Sultan," and was taken delivery of by the defendants.

Two of the defendants said that they were coolies engaged by the third man to carry the whisky. They did not know whether or not duty had been paid.

After evidence had been heard, the Magistrate discharged the coolies and convicted the other defendant who was described as a general merchant carrying on business at Kau U Fong. He was fined \$400, and was further ordered to forfeit the whisky.

BRAVE SEAMAN.

MEDAL PRESENTATION.

GALLANT ACT RECALLED.

An interesting little ceremony was performed in the compound of the Harbour Office this morning, when the Harbour Master (Commander C. W. Beckwith, R. N.) presented the Bellios Life-Saving medal and a Treasury order for \$10, to Seaman Kwong Sing of the Revenue Department, "R. D. 1," in the presence of a parade of Chinese members of the Revenue Department.

The following officers were present: Lieut. Hake (Assistant Harbour Master), Mr. J. C. Wildin (Chief Preventive Officer), Inspectors Clark, Kelly, Lannigan, Ward, Grimmett and Marks, of the Revenue Department, and Inspector Davis, of the Hongkong Police.

In making the presentation, Commander Beckwith said: Kwong Sing, I have much pleasure to-day in presenting you with this medal and \$10, as a recognition of your gallantry in endeavouring to save life from under a sampan which capsized in the harbour on August 3. The weather was rough, and you performed the brave act at great risk to your own life. You continued your attempts to save life until the sampan sank. It is interesting to note that you are the fourth member of the crew of the "R. D. 1" to win the Life-Saving medal, and I hope you will live long to wear it. (Applause).

After pinning the medal on the gallant seaman's breast, the Harbour Master shook hands with him.

THE ANGRY FRENCH.

"From the Temps to the *Ceuvre*, from the *Matin* to the *Intransigeant*, the cry has been taken up that France has been roulee—rolled—by her neighbour across the Channel. It would be hard to find a Frenchman who does not think his country has been tricked," says the Paris correspondent of the *Observer*.

Now this is too grave a misunderstanding to be silent about. The French Press has not been silent, and every café and every salon has been vocal. It is essential for the peace of the world that there should be no rupture of good relations, but it is better to be frank on both sides of the Channel. Never were those good relations in such danger.

The thing started no doubt, largely in a political quarrel. But the political quarrel has broken out of the little circle that borders about the Palais-Bourbon, and we have to-day a whole nation believing the worst charges against Great Britain.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

IRISH OUTBREAK.

GOVERNMENT STRONGLY AGAINST REPRISALS.

EXAGGERATED REPORTS.

LONDON, September 28.

Sir Hamar Greenwood has telegraphed to the *Pull Mail Gazette*: "There is no truth in the allegations that the Government will connive or support reprisals. The Government condemn reprisals. They have issued orders condemning them and have taken steps to prevent them. Nearly 100 policemen have been brutally murdered, five recently in Clare by expanding bullets resulting in horrible mutilation. In spite of intolerable provocation, the police forces maintain their discipline and are increasing in number and efficiency, and command the support of every law-abiding citizen. The number of alleged reprisals is few, and the damage done exaggerated."

SWIFT REVENGE.

A feature of the Irish situation at present is the reprisals by the so-called "black and tan" police, namely the Royal Irish Constabulary recruits and auxiliary division of the R.I.C. recruited for the purpose of instructing the Irish constabulary in the defence of barracks. The latter section are the Irish constabulary, together numbering 500. The nature of the reprisals which swiftly follow Sinn Fein attacks on troops and police are exemplified by happenings in the town of Trim, where the burning of police barracks and the shooting of the head constable by Sinn Feiners was revenged by the "black and tans" practically wrecking the town. Two boys were wounded. The damage is estimated at £50,000.

CANNOT BE TOLERATED.

The Liberal Press is strongly protesting against reprisals. There has been much criticism of the statement attributed to Sir Nevill Macready by an American interviewer apparently condoning the machinery of reprisals. Sir Nevill Macready is reported to have said that the machinery of the law having broken down the constabulary feel there is no certain means of redress and punishment, and it is only human that they should act on their own initiative. It is stated in this connection that the Cabinet will certainly not tolerate reprisals. Dublin Castle states that steps are being taken to deal with reprisals effectively and expeditiously.

A big drapery store in Cork was wrecked yesterday by the explosion of a bomb similar to the bombs used in the attacks on troops and police.

A military patrol which proceeded to the spot after the explosion was fired on and returned the fire.

DELIBERATE MURDERS.

LONDON, September 28.

Belfast is quiet again. It has been ascertained that police murders were deliberately arranged with a view to provoking further rioting in the city. Attacks were made at points a mile apart simultaneously, indicating pre-arrangement. In both instances the police were pointsmen.

SINN FEIN PLOT DISCOVERED.

LONDON, September 28.

The main Home Office has reliably learned of the existence of a Sinn Fein plot in London. Some of the leaders are known and steps are being taken to checkmate the efforts to cause a disturbance.

THREAT TO RELEASE LUNATICS.

It will be remembered that the Government recently suspended grants to administrative bodies in Ireland which refused to submit their accounts to the Government auditors. To-day the asylum committee of Ballinasloe, presided over by the Lord Bishop of Clonfert, consequently decided to disband all possible harmless lunatic inmates, and threaten to discharge all homicidal and suicidal lunatics on October 10, unless the Government grant is renewed.

ANOTHER FREE FIGHT.

LONDON, September 28.

Scenes of disorder again occurred last night in Belfast, but were promptly suppressed. The military arrested 17 persons. The cause of the outbreak was an attack on shipyard workers in the Catholic quarter, which developed into a free fight between rival factions in which stones and revolvers were used with the result that seven persons were injured and two seriously wounded. The crowds scattered when the military armoured car arrived on the scene and all is quiet to-day.

OCEAN PASSENGER RATES.

STEAMSHIP COMPANY'S BIG LOSSES.

HIGH WORKING COSTS.

LONDON, September 28.

As regards the high level of ocean passenger rates, Sir Thomas Fisher, General Manager of the Canadian Pacific Ocean Services, has instanced the case of a passenger mail liner which recently left London for Bombay with a full complement of passengers and returned to London showing an actual loss on the round voyage of £10,000, not taking into account depreciation, interest on capital, etc. Another example concerned a passenger liner on a round trip to Australia and back which showed a loss of £35,000. The deficits are due to the great rise in working costs. The *Times* points out, however, that lower passage rates are likely to be essential for the encouragement of travel.

AVIATION RACE.

FRENCHMAN WINS GORDON BENNETT CUP.

A WORLD'S RECORD.

PARIS, September 28.

Three nations, France, America and Britain are contesting the Gordon Bennett Aviation Cup to-day on a 187 mile course. America and France have won the cup twice and if France wins to-day she retains the cup and the pilot will get ten thousand francs given by the Aero Club of France. The Frenchman, Lecointe, appears to be a certain winner from the latest reports. He covered the course in 66min. 17secs., with an average speed of 170 1/2 miles an hour, a world's record. The two American competitors have abandoned the race. The sole British flyer is Raynham whose chances are considered poor as he is flying an old-time machine.

Lecointe, the sole finisher for the Gordon Bennett Cup, was declared winner. Raynham was second. The other French competitors gave up on the route.

OLDHAM MILLS STRIKE.

LONDON, September 24.

In connection with the strike at Oldham a joint meeting of employers and the Operatives' Union officials agreed to re-open the mills on Oct. 5 on the terms of the staffing agreement. The operatives' leaders recommend the members to return to work. It is expected that the strikers will accept if they are offered strike pay.

PUBLIC FINANCE.

FINANCIAL CONFERENCE COMMITTEE APPOINTED.

BRUSSELS, September 28.

The Financial Conference has appointed a committee to deal with the question of public finance, including Lord Chalmers, Britain, and all British Empire delegates, Herr Brüning, Germany, and Mr. Boyer, United States.

MANCHESTER MARKET.

WEEKLY REPORT.

DOWNWARD MOVEMENT OF PRICES.

Market, James F. Hutton & Co. Ltd., Manchester, report on Wednesday, August 25:

Sentiment in the cotton market has again been predominantly bearish and the downward movement of prices has been accelerated. The European political situation has continued to have an adverse effect and the weaker sterling exchange has no doubt also led to a revision of New York prices. In addition to these factors there is also present to some extent, the belief that all commodity prices must be placed on a lower level. With these weakening tendencies there has continued to be a total lack of trade support and once liquidation set in under these conditions of suspended buying power there has been nothing to stop the fall. Liverpool, which has until recently shown more resistance to the decline, is disturbed over the industrial outlook owing to the threat of a coal strike here which would very soon dislocate trade if it should take place, and this has also contributed to the general weakness. Selling has been heavy and as the decline has proceeded it has precipitated further liquidation to cut losses. The net result however would appear to leave the markets in a technically stronger position, as short interests must be very large after such forced selling. Whether there will be further weakness or a reaction depends upon the general outlook improving and the long awaited trade revival. Crop news is more bullish and clearing prices at New York show a slight recovery from the lowest reached. In the yarn and cloth markets the turnover has again been on but a small scale and as was to be anticipated the better enquiry to be found recently has not materialised to any great extent, buyers apparently having lost confidence in the face of falling cotton markets. Fears regarding the threatened coal strike have also a restraining influence. Prices continue very irregular according to producers' engagements but what business is done is still at extremely low rates. It appears indeed that these prices are likely to prove extremely favourable in a short time unless something unforeseen occurs, for the addition of but a moderate margin to producers' rates, when buying of any volume takes place, is likely to more than outweigh any probable further fall in cotton. Of the business done, India has been responsible for the greater part, China remains quiet but demand for the Near East shows signs of improvement in some sections.

TO-DAY'S ADVERTISEMENTS.

G. R. PUBLIC AUCTION

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of October, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND on New Road from Gap Road to Wanchai Gap in the Colony of Hongkong for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot	Boundary Measurements	Area	Frontage	Depth	Total Area	Frontage	Depth	Total Area
1	From New Road to Wanchai Gap	1.5	10	10	15	10	10	100
2	From New Road to Wanchai Gap	1.5	10	10	15	10	10	100

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship, "KITANO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Holdrooms & Godowns at Kowloon, where each consignment will be sorted out and put in bond and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 10 a.m. on the 1st October.

Goods not subject to rent. Damaged Packages must be left in the Godown for examination by the Consignee and the Consignee must be present when the Goods are received.

Arrival from Europe and the Straits on FRIDAY. All claims must be presented within ten days of the arrival of the ship, after which date they cannot be received. No claims will be admitted after the goods have left the holdrooms.

NIPPON YUSEN KAISHA.

Agents: Messrs. Guthrie & Co., Ltd.

Hongkong, September 29, 1930.

LANE, CRAWFORD & CO.

NEW SHAPES

IN

STRAW HATS

LINCOLN, BENNETTS HAND MADE

HATS OFFER NOT MERELY PERFECTION IN MAKE AND APPEARANCE THEY ALSO OFFER THAT SOUNDNESS OF MATERIAL AND EXCELLENT WORKMANSHIP WHICH ALONE CAN COUNTER SEVERE AND PROTRACTED USAGE.

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FELT HATS

COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

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From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)
and 5 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mandarins,
or from Messrs. T. Lee, O'Connell & Son, Booking Agents, Hongkong.

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S.S. "MUNCASTER CASTLE"Sailing about Middle Nov.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA"Sailing on the 2nd October.

FOR BRINDISI, VENICE, TRIESTE, Etc.,

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS,

Via SINGAPORE PENANG AND COLOMBO.

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Sailing on or about 3rd October.

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Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

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Regular Services between

JAPAN, HONGKONG & JAVA

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FOR JAVA.

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OCEAN TRANSPORT Co., Ltd.

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Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

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O. S. K.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

AMAS MARUThursday, 30th Sept.

ARGON MARUSaturday, 16th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

CANADA MARUTuesday, 2nd November

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SAIGON MARUWednesday, 6th October.

BURMA MARUWednesday, 13th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

UNWAN MARUSaturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARIZONA MARUTuesday, 12th October.

MANILA MARUTuesday, 19th October.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARUThursday, 30th September.

NEW ORLEANS LINE.

SUMATRA MARUMonday, 8th November.

JAPAN PORTS—(Call Shanghai omit Yokohama)

KEELUNG via SWATOW & AMOY—Three steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbor Office.

AMAKURA MARUSunday, 3rd October.

TAKAO via SWATOW and AMOY.

SORBU MARUSaturday, 16th October.

The sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 14 and 744.

CHINA-AUSTRALIA MAIL S. S. LINE.

FOR AUSTRALIAN PORTS via MANILA & SANDAKAN.

VICTORIASailing Oct. 9th.

SWAN PT.Sailing Nov. 5th.

For Freight and Passage apply to—

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CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI AND TIENTSINOct. 3, at 10 a.m.

SWATOW AND BANGKOKOct. 3, at 10 a.m.

AMOI, SHANGHAI AND FUJOWOct. 3, at 4 p.m.

WUHAIRWEL, CHEFOO & TIENTSINOct. 3, at 4 p.m.

SHANGHAI & TIENTSINOct. 3, at 4 p.m.

HOIHOW, PAKHOI & HAIPHONGOct. 11, at 9 a.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO, Excellent

Saloon accommodation, electric light and fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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BUTTERFIELD & SWIRE,

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(Calling at Shanghai and Kobe)

"ICONIUM"About Oct. 8th.

"ELDERIDGE"About Oct. 29th.

FOR NEW YORK

"ELDERA"About Oct. 15th.

"CITY OF JOLIET"About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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Telephones 2477 & 2478.

Fifth Floor, Hotel Mandarins.

SERVICE TO UNITED STATES
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S.S. "ELDERA"About 15th Oct.

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For freight space, and particulars apply to—

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5TH FLOOR

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HOTEL MANDARINS.

THE BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Freight Service to Europe.

SERVICE to LONDON, ANTWERP
& ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov. 1920.

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HOTEL MANDARINS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.
"TRANS-PACIFIC FREIGHT SERVICE."

"Operating the following U. S. Shipping Board steamers."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELESAbout 10th Oct.

S.S. "VICTORIA"Oct. 10.

S.S. "WEST HICKTON"Nov. 1.

S.S. "WEST HICKTON"Nov. 4.

S.S. "WEST HICKTON"Dec. 1.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment on route.

Ship's connection with the Pacific Santa Fe and Southern Pacific Railroads.

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SAILINGS
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(via Shanghai, Nagasaki (Mogi) Kobe & Yokohama)

From Hongkong, Vancouver.

Empress of RussiaOct. 31 Nov. 2

Empress of JapanOct. 28 Nov. 13

Empress of AsiaNov. 9 Nov. 30

Empress of RussiaDec. 18 Dec. 6

Empress of JapanDec. 15 Jan. 3

Empress of AsiaDec. 31 Jan. 24

Empress of JapanJan. 13 Jan. 31

Empress of RussiaJan. 19 Feb. 9

Empress of JapanFeb. 10 Feb. 28

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. Traffic conditions on the Atlantic are so complex

as to make it impossible to give definite dates of sailing

or to give definite dates of arrival. Frequent sailings between

the Pacific and the Atlantic are maintained. Frequent sailings between

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NANKIN"	6,900	9th Oct.	MARSHALLS LONDON & A. Werp.
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay.
"KASHGAR"	8,900	22nd Oct.	MARSHALLS LONDON & A. Werp.
"NOVARA"	6,900	12th Nov.	MARSHALLS LONDON & A. Werp.
"NELORE"	8,833	20th Nov.	MARSHALLS LONDON & A. Werp.
"SOMALI"	6,712	10th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SICILIA"	6,702	3rd Jan.	Do.
"FLASSY"	7,345	21st Jan.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	9th Oct.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	6th Oct.	Sandakan, Thursday Island, Calcutta, Townsville, Brisbane, and Melbourne.
"EASTERN"	4,000	1st Nov.	Do.

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	3rd Oct.	Shanghai only.
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"NOVARA"	6,900	13th Oct.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days of
the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and Loads, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan
ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TATSUMI MARU (omit. Shanghai) ... Thursday, 14th Oct., at 11 a.m.
TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.
TOYOHASHI MARU ... Friday, 23rd Nov., at 11 a.m.
FUSHIMI MARU (omit. Manila) ... Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at Noon.
MISHIMA MARU ... Monday, 18th Oct., at Noon.
SADO MARU ... Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama ... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo
Suez and Port Said.

TOYOTOMI MARU ... Monday, 4th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m.
ARI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore ... Sunday, 17th October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Tuesday, 1th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU ... Saturday, 9th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

ARI MARU ... Saturday, 16th October, at 11 a.m.
TANGO MARU ... Saturday, 20th November, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Saturday, 24th October, at 11 a.m.
ISABA MARU ... Thursday, 21st October, at 11 a.m.
KAMO MARU ... Friday, 28th October, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone No. 297 & 298.

SHIPPING

FOR BOSTON & NEW YORK PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK

S.S. "CELTIC PRINCE" via Panama Canal on/or
about 18th October.

Steamers proceed via SUEZ CANAL or PANAMA

CANAL at Owners' option.

For freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

KOREA MARU ... 8,000 ... Sept. 30th.

SIBERIA MARU ... 20,000 ... Oct. 15th.

SENTO MARU ... 21,000 ... Oct. 25th.

SHINTO MARU ... 21,000 ... Nov. 2nd.

PERSEA MARU ... 8,000 ... Dec. 2nd.

(Limiting call at Shanghai. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

TRENCIE TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

SEITO MARU ... 14,000 ... Oct. 9th.

KIYO MARU ... 17,200 ... Jan. 10th, 1921.

For full information regarding passages re freight and sailings,

apply to—

King's Building.

Agents at Canton.

Messrs. T. E. GRIFFITH, LTD.

KAIPING

COAL, COKE FIREBRICKS.

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AGENTS: OODWELL & CO., LTD.

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Shipchandlers, Metals and Hardware Merchants.

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Telephone No. 591. Code A B C 4th.

STEAMING COAL.

Contracts Solicited for Bunkering Ships

at Hongkong, Shanghai, Keelung (Formosa)

And All Leading Japan Ports.

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Cable Add. "Propaganda" Tel. No. 2580.

NOTICE.

We can supply the Best Steaming Coal on Short Notice

for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCED YOU.

SANG KEE & CO.

No. 73, Des Voeux Road Central.

Cable Add. "SANGKEE" Tel. No. 3420.

NOTICES TO CONSIGNEES

STROTHERS & DIXON, INC.

NOTICE TO CONSIGNEES

From SAN FRANCISCO.

THE Steamship

"WEST HENSHAW"

Having arrived from San Francisco via

ports on 28th Sept. 1920, consignees

are hereby notified that their cargoes

being landed at their risk into the

Godowns of the Hongkong & Kowloon

Wharf & Godown Co., Ltd., Kowloon,

and stored at consignees' risk.

Consignees of cargo must produce an

Import Permit signed by the Superin-

tendent of Imports & Exports, Hong-

kong, before bills of Lading will be

countered.

All broken, chafed and damaged

cargo is to be left in the Godowns

where it will be examined at 10 a.m. on

4th October, 1920, by the Com-

pany's Surveyors Messrs. Carmichael &

Clarke.

All claims must be presented within

ten days of the steamer's arrival here,

after which they cannot be recognized.

No claims will be recognized after the

goods have been landed and cargo

undelivered on and after 4th October,

1920, will be subject to claim.

Consignees are requested to send in

bills of Lading for counter-signature

immediately.

STROTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,

12, Des Voeux Road Central,

Hongkong, September 27, 1920.

SHIPPING



PACIFIC MAIL S.S. CO.
Operating the West Coast Steamers
SQUADRON, VENEZUELA,
HOANGKONG, COLOMBIA, FRANKLIN,
via SHANGHAI, KOWLOON, HONGKONG & HONGKONG.
THE S. S. "SUN" BELT
The new mail steamer from America to Hongkong
Sailing from HONGKONG at noon
COLOMBIA, Wednesday, Oct. 2nd
VENEZUELA, Wednesday, Oct. 7th
FRANKLIN, Wednesday, Oct. 14th
For freight and further particulars apply to
"GADD-PEAR" Saturday, Oct. 2nd
PACIFIC MAIL S.S. CO.
HOTEL MANHATTAN
Telephone 311. Cable Address "SOLANO"

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MILE" 15th October

further sailings to be announced later.

Through Bills issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

1st Floor. HOTEL MANHATTAN Tel. No. 3507.

Summer COLLARS

For Discerning men

FINE QUALITY
LONG WEARING
PERFECT FITTING

IN EVERY WAY SATISFACTORY

SPECIAL "SUMMIT" COLLAR BOOKLET FREE ON APPLICATION

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

14, Des Vaux Road.

Telephone 29.

HOG ISLAND.

LAST LAUNCHES.

WORLD'S LARGEST PLANT MAY
CLOSE DOWN.

Hog Island's shipbuilding days have probably come to an end with the launch of seven freighters at the plant, which permitted of continuous operations on fifty building ways when the building programme was at its height. Within the space of an hour seven fabricated steel cargo carriers were put into the water. There are no more vessels to be constructed, and it is anticipated that the yard will close down as soon as the ships now in the wet basin are fitted out.

Since the first rivet was driven at Hog Island a total of 122 ships have been launched. Of this number, however, twelve of the ships were transports to be employed by the United States Army in the carriage of troops and supplies. The construction of the Hog Island shipyard was effected at a cost in excess of \$5,000,000. The plant and property expenditures, as recorded in the Shipping Board report of June 30, 1919, show that the Government had expended \$5,250,838. At that time.

No announcement has been made as to what will be done with the Hog Island plant. There are ten permanent piers. The plant has ample road facilities and warehouses. The suggestion has been made that Hog Island will be converted into a freight terminal for the port of Philadelphia. The Shipping Board recently exercised its option to buy the property upon which the plant stands from the American International Shipbuilding Corporation. It has not advised what it proposes to do with the world's largest shipbuilding plant, however.

While there has been some criticism of the fabricated steel ships, Admiral Benson, chairman of the Shipping Board, recently stated that the Hog Island ships had proved to be 100 per cent efficient. The "Quistconck," the first vessel to be delivered, was named and christened by Mrs. Woodrow Wilson. The claim has been made that the steamer has sailed more than 65,000 miles since her delivery without being dry-docked more than once.

On August 5, 1918, the Hog Island plant, with the launching of seven 7,500 ton freighters, will have now 956,730 deadweight tons of ships into the waters of the world. This means that one shipyard has contributed one-tenth of the total steel tonnage constructed in the Emergency Fleet Corporation during the war period.

The Newburgh Shipyard, Inc., launched its last ship for the Emergency Fleet Corporation on July 29. It is the fourth shipbuilding plant in the New York district to complete its contract for the Government. The Standard Shipbuilding Corporation has recently delivered the "Chaparral," the last of twenty-five 7,500 ton standard freighters. The Downey Shipbuilding Corporation and the Standard Shipbuilding Company have also completed their contracts.

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ABBEY TREASURE.

BOUGHT AT AUCTION.

GRILLE OF MARY QUEEN OF SCOTS
TOMB.

Recently there has been restored to Westminster Abbey, after an absence of nearly 100 years, the original wrought-iron railing or grille which guarded the beautiful tomb of Mary Queen of Scots in the Chapel of Henry VII.

The grille, which is believed to be of Sussex workmanship, was first erected under the orders of one Cornelius Cure, the architect of the monument to the Queen, when her body was removed from Peterborough Cathedral to Westminster Abbey, by command of her son, James I. of England. The time of its forging would be about the year 1613. For more than 200 years it stood undisturbed, and an illustration of it appears in the "History of the Abbey Church of Westminster," published in 1811. It was taken down, with many similar monuments, in 1822 by Gifford, the architect, under the direction of the architect Wyatt, and in 1826 sold, for £110, to John Bridge, of the firm of Rundell and Bridge, the celebrated Georgian silversmiths, and installed at his residence, the Manor House, Piddletrenthide, near Dorchester. There, at an auction sale in 1911, a member of the firm of Messrs. G. R. Harding, art dealers, secured the grille, which has now been bought by the National Art Collections Fund and returned at last to its rightful place.

KEEPING FISH FRESH.

ICE NOT NECESSARY.

PROCESS THAT WILL SAVE THOUSANDS OF TONS.

A new method of keeping fish fresh has been found. Ice will no longer be needed. One result will be that fish prices in London and other large centres will be stabilised.

Mr. John Lyon, hon. secretary of the Fish Friers' Association, told a *Daily Chronicle* representative that he had tested the secret method, and had proved that fish can be kept quite fresh without ice for five days. Experts found it good in appearance and taste.

This process, if widely adopted, will revolutionise the fish trade, he said. "It will save hundreds of tons of fish in a year. It will stabilise prices, because at present we have to pay £1 one day for what we could have had for 1s. the day before, and very often the two lots are part of the same catch. Fish will be cheaper also, because ice in these days is expensive, and there will no longer be need of it."

Mr. Lyon added that Mr. Malne, who is now in London after spending a number of years on the Gold Coast, is making himself responsible for the process.

All I know of the method," he said, "is that the fish is passed through a series of tanks which contain the preserving mixture. The idea is so simple that hundreds of tons of fish can be treated in a day by one man. The suggestion is that the tanks should be installed in all the big fishing ports, and that the catches should be treated by the new method before they are sent away to be sold."

Mr. Lyon added that he is not financially interested in the suggestion.

THE PENITENTIARY OF CRIMINALS.

REFORMATION OR DEGRADATION?

WHERE BRITISH PRISON SYSTEM FAILS.

The latest report of the Penal Reform League provides a melancholy reading, because it reveals with an almost tragic matter of factness how, in spite of innumerable humanitarian societies and a great body of humane opinion, our penal code and our prison system, able to make the bad worse and to transform decent beings into wretched creatures, has failed to make any headway in the public which needs enlightenment on this matter, says a home paper. The League will have accomplished a great thing if it does no more than make readily available that large accumulation of knowledge in dealing with crime which has been rendered possible by modern psychological research. To punish, for instance, a mentally defective person, as Dr. James Glover has pointed out, is just about as rational and sensible as to flag an Australian aborigine for failing to comprehend Einstein's theory of light.

MIND BECOMES DEGRADED. This lack of judicial intelligence, in alliance with a bad system, is at the root of indiscriminate punishment. As for prison life, even the warden is beginning to realise or to acknowledge, frankly, his hopeless influence. "Keep the youngsters out altogether," represents their attitude. The real and most brutal thing about prison life, declares one who has undergone the experience, is that "after being there for some time one does not realise the unnatural condition under which one is living. The mind becomes degraded to the level of prison experience, and one does not understand what a brutal thing it is. One goes out and one is prepared to come back again. One does not understand that it is one's own being which is lowered and degraded by it. That is why the present system is not deterrent and preventive."

Here is damning evidence at first hand; and the same witness declares, with examples to prove his case, that under the brutal prison system youths who enter crying and in the right condition for being influenced beneficially become after a month "the most hardened little devils you can find anywhere; they have been made such by contact with their fellow-prisoners and by the system under which they live in prison." The evidence of those who have been in a women's prison is that, so far as the young girls are concerned, these places are "little more than educational establishments for prostitutes."

A prison officer said to Mr. Fenner Brockway, with the utmost seriousness: "I would rather have my boy dead than have him in this prison, because in the case of nine out of ten of the boys here their after record is that they are in and out, in and out." They become experts in criminality by the treatment which they suffer here and by the experience which they gain here.

SOME OF THE PROPOSALS FOR REFORM which the league hope to introduce by way of a Parliamentary Bill include:

The establishment of a commission to secure the effective carrying out of probation throughout the country.

The establishment of separate places for the confinement of female prisoners.

The transfer of the prison medical service to the Ministry of Health, and of prison education to the Board of Education.

The establishment of a board to advise the Prison Commissioners as to classification of prisoners, with a view to securing for them such conditions as will be most likely to fit them to lead useful, law-abiding lives afterwards.

The transfer of reformatory schools and industrial schools from private control to the Home Office and Board of Education respectively.

The publication of prison rules.

Further facilities for the transfer of the sick to ordinary hospitals.

Abolition of the silence rule, and of the use of the strait jacket, with limitation of separate confinement.

Abolition of the "ticket-of-leave" system.

Introduction of a system of wages and prison work.

These are practical proposals for amelioration; they are also wise and humane.

Beginning August 15, WALLA WALLA BOATS will call on all ships flying the call flag "ZED."

PORTING FILMS.

IN THE DOMINION.

HOOD OF AMERICAN FILMS.

A New Zealand editor writes in the *Daily Mail* that an article was published recently on the danger of showing "sex" films east of Suez. But there is another danger to the Empire in the cinema world, and that is the predominance of the American picture.

This predominance is well known to people in Britain, who, like ourselves in the Dominions, have had to put up with the unchallenged monopoly of the American producer and actor during the past six abnormal years. But British is Britain; the peril I refer to is in the far-off parts of the Empire.

The British is surrounded by British things and British influences, but the overseas man's connection with Britain is distant in time and space and has to stand the strain placed on it by an environment very different from that of the Old Country. The Dominions' mind is therefore much more susceptible to the wearing influence of the American film.

Picture theatres, as they are called out here, are enormously popular, and for some years past the American producer, the American play, and the American actor have had it all their own way in them. The war drove the British industry right off the screen, and any visitor from another world, visiting New Zealand, might have concluded from the advertisements on the hoardings and the plays themselves that New Zealand was an American possession.

This flood of American plays—many of them rubbish—has caused anxiety on the grounds of general debasement of taste and of its possible effect in weakening the British connection.

Some educationists are alarmed about the effect of this endless stream of sentimentality and sensation on the young mind, and there have been many appeals to the Government to tighten up the censorship.

There can be no doubt that it is killing appreciation of the spoken play, and particularly the good play. Hardly any of the notable productions of the London stage in comedy and drama are seen here now; it was very different twenty years ago.

But it is the effect of American plays in weakening the innumerable ties that bind us to Britain that should be especially noted, particularly by British film producers, who, to the joy of many New Zealanders, are hard at work again.

The American playwright—and this applies to the spoken drama as well as the unspoken—deals with a world that is essentially un-British. Stage Americans have ways of speech, ways of life, that are very different from ours.

By "ours" I mean of course the British Empire's. I do not mean that every Dominion should model its life on British life; we must each of us have our own national life. But there are certain traits of character, methods of expression and ideals, common to Britain and the Dominions, and those who wish to strengthen the British connection look to their preservation. It is these common ties, these common heritages, that are in danger of being weakened by the ever-flowing stream of American sentimentality that runs through the crowded picture theatres.

The American of the American picture is too often crude, flamboyant, unrefined, and over-sentimental. He is a poor representative of a great people. In his own phrase, he "stops over" badly.

These plays reek with a crude materialism, an over-sweet and sticky sentimentalism, and a false sensationalism. Yet to thousands of New Zealanders they represent life.

Not only is the taste of patrons corrupted, but also their wider nationality is subtly menaced. It may be said that British films have similar faults. Some of them have, though not in the same degree and not quite of the same kind. But the point is that they are British faults, not American.

British producers have important work to do out here, work that is in a very real sense Empire building. These who take these things to heart learn with great interest and pleasure that the industry in Great Britain is again in full swing, and they hope it will oust the American from its dangerous monopoly.

TREATMENT FOR DYSENTERY. CHAMBERLAIN'S Colic and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

DR. MANNIX.

CONTROVERSY REQUIRED.

WELCOME TO KING.

Few people seem to remember in the controversy which has arisen over Dr. Mannix's visit to Great Britain that he, as president of Maynooth College, welcomed King Edward VII. there in 1903 with a warmth and hospitality which very greatly pleased that monarch of social gifts. The happy idea of decorating the college with King Edward's racing colours was Dr. Mannix's, and that and the reception given the King greatly displeased the extreme Nationalists of those days.

It was a happy moment for Ireland, so far as the auguries went. With Lord Dudley as Viceroy and George Wyndham as Chief Secretary, and with King Edward to back them up, the Golden Age of Irish peace and prosperity seemed about to dawn.

King Edward had come to Ireland in a mood of friendship for the Irish. The story was that his Ministers had strongly opposed the Irish visit on the ground that it was not safe.

As a matter of fact, the Irish of all creeds and classes had what we call "a grab"—that is to say, a soft spot in their hearts for King Edward, not only because he was a sportsman but also because he was reported to be very friendly to the Irish claims and to like the Irish, as his mother did not.

He said to Lord MacDonnell (then Sir Anthony): "Are the Irish disloyal?"

"No, sir, but they are discontented."

"What do they want?"

"They want education and they want security in their land."

"I shall come to Ireland with an Education Bill in one hand and a Land Bill in the other."

This story was told to me by the late Barry O'Brien. The Land Bill and the Education Bill were indeed given.

So it was to Edward the Peacemaker in a special sense that the royal reception was given by the president and staff of St. Patrick's College.

It is an odd whirling that sees King Edward's host with all the doors in Ireland closed in his face and himself in a sense the prisoner of the British Government. One wonders how the diplomatic King would have regarded the situation if he knew that the Government had created for itself?

Other royalties have been welcomed to Maynooth besides King Edward of England. They showed me there the vestments presented by the ill-fated Elizabeth, Empress of Austria, who hunted with the Kildares during one or two seasons about the latter seventies. The present Archbishop of Dublin, Dr. Walsh, was then president.

There is a story that Maynooth welcomed the Empress on a day when she had met with a hunting mishap at its doors. Her long habit could hardly be lifted without displaying the masculine garments beneath, and the story runs that a student's gown was lent to her to cover up this awkwardness.—*Daily Mail*.

A SNAKE CHARMER.

DEADLY VIPER.

GIRL'S THRILLING ADVENTURE.

A deadly viper which had crept into the blouse of a sleeping girl was enticed away under thrilling circumstances by her mother. The details are given in a telegram from Pau, France.

The girl had fallen into a deep sleep in the garden of her parents' hillside villa. She was suddenly awakened by the beating of the reptile's tail against her face. Although terrified, she dare not scream for help. She continued to lie perfectly still, hoping the snake would creep away.

The viper, however, showed no sign of leaving its strange resting place. At the end of ten minutes, when the girl was in a state of collapse, her mother came to look for her. With great presence of mind, after signalling to her daughter to remain still, the mother ran into the house and got a bowl of milk. This she boiled and ran back to her daughter, followed by the servant with a heavy club. She placed the boiling milk as near as she could get without disturbing the reptile, and then waited.

Attracted by the milk, the viper crawled from the girl's blouse and went towards the bowl. The girl at once sprang clear and the servant smashed the snake's head with the club. It proved to be a viper of the most deadly type.

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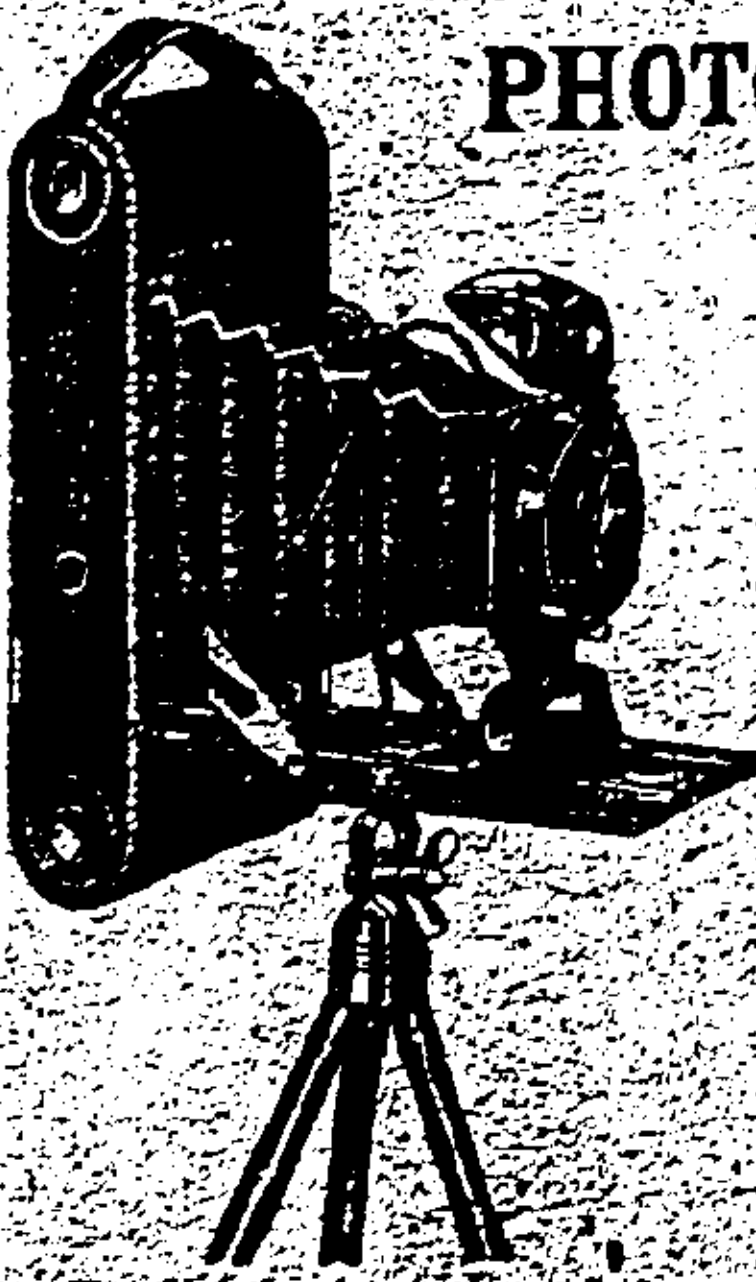
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